

subject. At present no result could be arrived at, and they should also take care that the final tribunal to which it might be referred, should, like Caesar's wife, be above suspicion.

Mr. Chadwick concurred in the importance of the subject, and vindicated the independent course pursued by the Survey Committee. He was opposed to sending out their discussions to the parties, and also to the exclusion of the engineers of the commission from the consideration of this subject. He then took a review of the plans that had been proposed by Messrs. Austin and Phillips for a portion of the metropolis. He would not go into the subject of the attacks that had been made on the commission, as he felt assured that those who made them were unaware of what had really been done. The sewer drainage consisted but of one-fourth, while the cesspool and house drainage comprised three-fourths of the evaporating refuse, and the attention of the Survey Committee had been for some time devoted to this subject, and even Mr. Phillips had availed himself of their researches in the production of his present plan, when he proposed hollow brickwork instead of solid. He hoped the city commissioners would pursue their inquiry independent of this commission, for the more investigation there was, the greater would be the ultimate benefit to the public.

The Hon. F. Byng, Mr. R. L. Jones, and Mr. Bullar having spoken.

Dr. Buckland, in a long address, pointed out the great variation of the geological strata through which the tunnel would pass. It was proposed on the assumption that it would entirely go through London clay. Now he could positively affirm that there was no London clay at Rotherhithe, but that the tunnel was even below it. Several parts of the line abounded with plastic clays, alternated with beds of permeating weeping sand and gravel, and in many districts loaded with water. He also alluded to the expensive cutting near Reading, on the Great Western Railway, from the inability, in its construction, to bore the plastic clay; and also at Bosley, on the South-Western Railway, where the engineer attempted to tunnel it, but was compelled to give up the effort. They frequently found beds of porous sand and water below the London clay, as was the case in the Kilsby tunnel on the North-Western Railway. In which work nearly half a million of money had been wasted. Below the Thames it might be said that the strata were frequently but a sack of sand so loose in its nature, that on the ground being opened for a sewer on the south side of St. Paul's, there was an immense rush of sand, and so rapidly did it run, that great fears were entertained that the fabric of St. Paul's would be undermined; and there was no security that, by tapping these beds of water on the south-east part of London, every house in that district might not be undermined. The London clay glanced off at the north-east corner of St. Paul's, and he could vouch that there was not an atom of London clay between Rotherhithe and the base of Shooter's Hill.

Mr. Leslie made a few observations on the geological strata near Greenwich; and said the great mistake of the Thames Tunnel was in not taking a lower level, the top of the present tunnel being, he was informed, only 6 feet from the bed of the river.—Mr. Alderman Lawrence thought a portion of the drainage might be passed to Twickenham, notwithstanding the joking that had taken place on the former commissioners attempting to pass drainage up hill.

Mr. Norris suggested that the subject should be thrown open to the scientific world, by which they would invite more complete and more efficient plans, which might turn out to be superior to those at present under consideration; and therefore he thought that all persons should be invited to send in plans.

After some further observations, the Earl of Carlisle proposed a series of resolutions, to the effect that Mr. Phillips and Mr. Austin present statements of their plans, with the probable expense, in a month from this date; that at the same time any other plans that may be offered will be received, and referees appointed to report on the whole; that each plan comprehend the whole area of Mr. Phillips's scheme, and the probable amount of compensation for land; and that the Ordinance be applied to for a rough plan of the area now under survey, to be given as quickly as possible.

**COLLEGE OF CIVIL ENGINEERS, PUTNEY.**—At the annual meeting of this establishment, held on the 20th inst., the Duke of Cambridge presided. It appeared from the report read by the principal, the Rev. Morgan Cowie, that the council have founded three exhibitions of 30*l.* per annum each.

**ALL SAINTS' CHURCH, KNIGHTSBRIDGE,** was consecrated on Saturday morning in last week. It is situated in the new estate known as Ennismore-gardens, and was built from the designs of Mr. Lewis Vulliamy, in the Italian style. We must take an opportunity to look at it.

### Miscellaneous.

**RAILWAY JOTTINGS.**—The southern portion of the Great Northern Railway is progressing rapidly;—the several tunnels at Tottenham, Whetstone, Enfield, and South Mimms, are in active preparation. The whole of the brickwork is being laid in mortar made of Lias lime. A wooden bridge on this line, between Lincoln and Littleworth, named Peakirk-bridge, took fire on Sunday week, and was entirely destroyed 'in an incredibly brief period of time.' The loss is estimated at 2,000*l.* to 3,000*l.*—The Sheffield and Lincolnshire Junction Railway was opened on Tuesday week from Sheffield to Gainsborough, completing the communication between Liverpool on the west and Grimsby and Hull on the east. Captain Wion has inspected the whole, bestowing particular care, it is said, on the Rother viaduct (of which 21 arches fell in November), and the iron bridges, especially the wrought-iron tubular bridge over the Trent at Gainsborough.—A great many men are at work on the large tunnel between Aberdare and Merthyr,—Messrs. Hunt and Edwards, contractors. Messrs. Ritson and Co. are also actively engaged on the same line between Hirvaio and Pontwalby.—Some alleged improvements on Messrs. Clarke and Varley's resilient atmospheric tube are being patented by Mr. C. H. Greenhow, patentee of the geometrical railway. The piston is to be guided internally by wheels and a rod, and a vacuum is to be obtained, on the barometrical system, by causing water to fall to its barometrical level from an air-tight vessel connected with the atmospheric tubes.—The final departure of the Provisional Government by railway from Carlsruhe, says a German correspondent of the *Times*, was attended by a curious incident. They ordered the officers to give up the caisse of the company, and seized a large quantity of furniture and matériel belonging to the Government, which they directed to be packed into waggons and sent on, along with themselves, towards Rastadt. Just before starting, the loaded carriages were dexterously backed into a covered shed, and others exactly similar, but empty, were attached to the train. With these the Provisionals departed in all security. When the 'mistake' was discovered it was too late to rectify it, for the Prussians were in possession. The coup was worthy of a Figaro.

**JOKING OVER THE GRAVE.**—Some of our readers are curious in epitaphs, and may like to see the following vagary, which is in Monmouth churchyard we are told:—

e i n e R n h o J s J o h n R e n i  
i n e R n h o J s e s J o h n R e n i  
n a R n h o J a e i e s J o h n R e o  
e R n h o J s e i l l e s J o h n R e  
R a b o J s e i l l e l l e s J o h n R  
n h o J s e i l l e e l l e s J o h n R  
h n J s e l l e r a r e l l e s J o h  
o J a e i l l e r e l l e s J o h  
o J a e i l l e r e l l e s J o h  
n h o J s e l l e r e l l e s J o h  
R n h o J s e i l l e s J o h n R  
e R n h o J s e i l l e s J o h n R e  
n e R n h o J a e i e s J o h n R e n i  
i n e R n h o J a e s J o h n R e n i  
e i n e R n h o J s J o h n R e n i o

WHO DIED MAY 31st, 1832.

AGED 33 YEARS.

We give it not alone for the ingenuity it displays, but that we may reiterate our condemnation of such misplaced jokes.

**FLOWER-PATTERN PAPER-HANGINGS.**—I would speak of the importance of a knowledge of botany to the inventors of flower patterns; whether for muslin, for damask, or for wall papers. It is most certain that true taste will prefer the pattern which most nearly represents the natural flowers, with all their peculiarities of form, and in their true colours. The stems in nature may be stiff and angular; if they be so, it is vain to attempt in the pattern to give them graceful bends, and to hope, by so doing, to please the eye. To represent branches of hawthorn flowers on the twining stems of a convolvulus would be monstrously absurd. And yet faults as glaring are frequently committed by ignorant draughtsmen, when they attempt the composition of floral patterns. Of course, I am not now speaking of the combinations of "fancy flowers"—blossoms that exist only in the brain of the

calico-printer or the paper-stainer—these may be as fantastical as you please. But I speak of the unnatural distortion of real flowers, resulting from ignorance of the proper proportion and number of their parts. Why is it that floral patterns on wall papers are out of fashion? or are driven up to the bed-rooms on the third landing, or to the back parlour of the country inn? It is not, surely, that flowers are out of fashion; or that the taste for them is less general than it was formerly. But it is that the taste of the public is not properly ministered to: it has outrun that of the manufacturer. In a rude state of education, bright colours and gracefully bended branches on the walls will please the eye that does not stop to question their propriety. But as refinement increases, truth in form will be preferred to brilliancy in colour, and the twining of branches that is not natural will be no longer thought graceful. It will be no longer regarded as a *twining* but a *twisting*—perverting nature for a false effect. This is the true reason why floral patterns in wall papers are now so much out of favour, and why, when selecting the paper for a room, one is forced (I speak from experience), after turning over books of patterns till you are weary, to take refuge in some arabesque design—some combination of graceful curves of no meaning—as an escape from the frightful compositions that are called flower patterns. It is surely high time that our manufacturers should seek to correct this evil. These are not days in which any one can afford to be left a step behind the rest of the world. He that once loses his place in the foremost rank, is pushed aside and lost in the crowd that is eagerly pressing forward, and almost treading on his heels. Already French wall-papers are rapidly coming into use. They have brought down the prices of the home-manufacture considerably, and they will undoubtedly drive home-made papers out of the market altogether if the manufacturers do not exert themselves to produce more artistic patterns than they commonly originate at present.\*

**RAILWAY COMPENSATION.**—At Wolverhampton, a case was lately tried by special jury between a mine-owning company at Livi-dale, Rowley Regis, and the Stour Valley Railway Company, as to an acre of land, on which the claimants wanted 400*l.* for surface value, and 2,400*l.* for injury from severance. In course of the evidence it appeared that the owners had been previously compensated for severance of this area by a canal company, and that the cost of new shafts, &c., which the owners said they meant to have formed, had not the severance taken place, would be of itself between 4,000*l.* and 5,000*l.*, a sum exceeding the value of the mine altogether, the more especially as all the thick coal had been already worked out of it by the old shafts. The defendants' counsel, therefore, appealed to the practical common sense of the jury, and "trusted that the result of their verdict would be to read a wholesome lesson to persons who came forward with such exorbitant and fictitious claims." The jury found a verdict of 350*l.*, as value of the land, but nothing for severance. The amount recovered was 250*l.*, less than the sum offered by the company.

**PROJECTED WORKS.**—Advertisements have been issued for tenders, by 18th August, for the whole or any portion of the several works required in the erection of the north wing, &c., of the Manchester Royal Infirmary; by 10th, for masons', plasterers', and other works in the restoration of St. Andrew's Church, Halstead; by a date not specified, for the erection of twelve eight-roomed houses in the vicinity of St. Giles's, Camberwell; by 21st August, for pewing, repewing, repairing, and warming the interior of Northfleet Church, Kent; by 3rd, for the restoration and repewing of Kirk Deighton Church, near Wetherby; by a date not specified, for alterations and additions to the Court-house in Wakefield; by 2nd August, for the erection of a turnpike-house at Orwell; by 31st July, for the erection and completion of a cotton-shed at Wigan; by 7th August, for alterations and additions to premises at Leeds; by 21st, for copper nails, rivets, tacks, &c., for the navy; and by 28th, for pine timber and Dantzic oak thick stuff, also for the navy.

\* From "Botany considered in Reference to the Arts of Design," by Dr. Harvey.